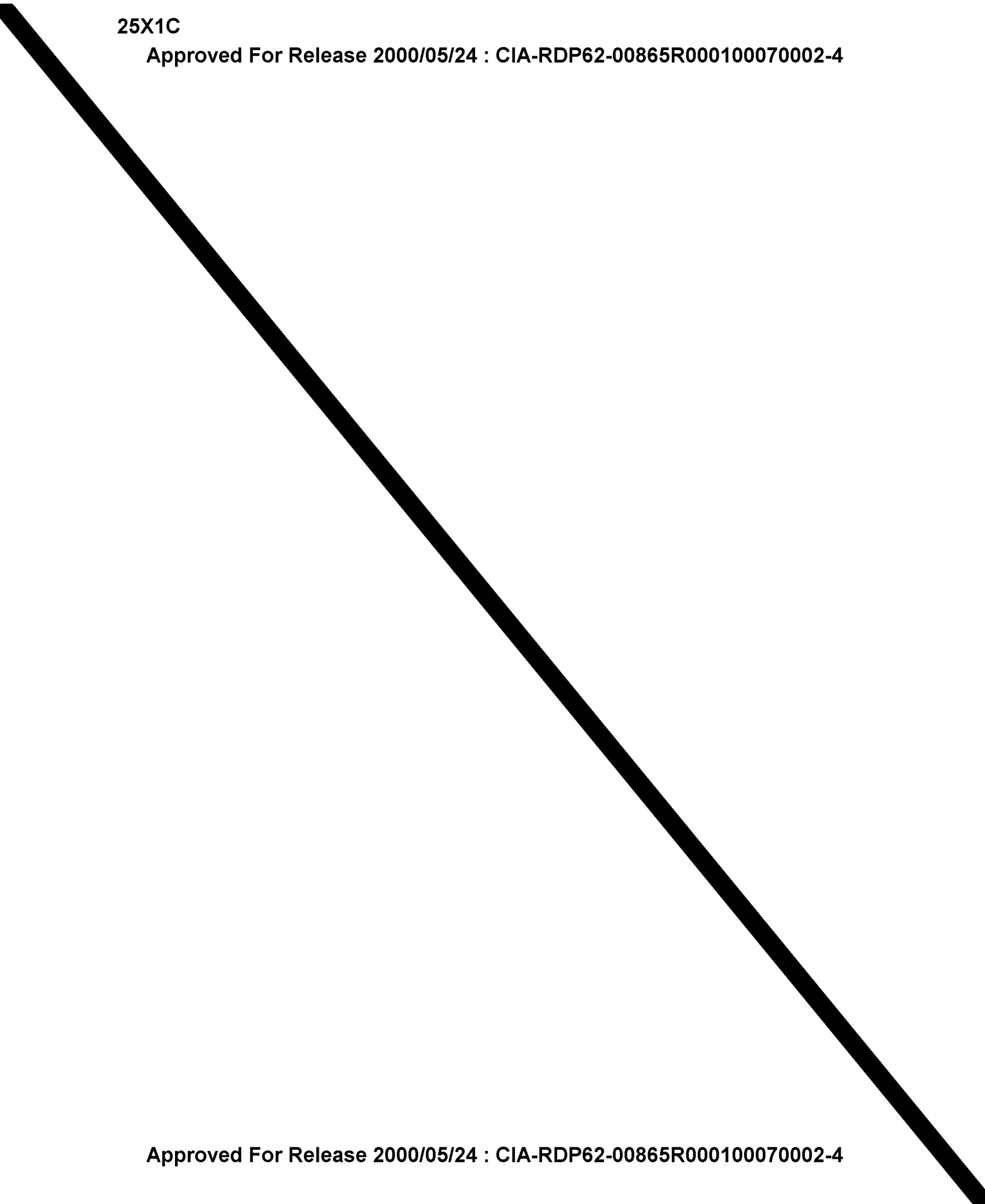

Tracks:

Most of track used by IRCA if sixty pound per yard type with following exceptions:

70 pound track:	Puerto Barrios to RR mile 88
	RR mile 136 to RR mile 144
	RR mile 155 to RR mile 160
	RR mile 166 to RR mile 178
	RR mile 229 to RR mile 250
75 pound track:	RR mile 178 to RR mile 183
	RR mile 204 to RR mile 209
54 and 56 pound track:	RR mile 79 to RR mile 82
	RR mile 103 to RR mile 136
	RR mile 312 to Mexico Border

In addition to normal traffic the IRCA system can carry 1,400 tons daily between P. Barios and Catuco (Salvador) or 2,800 tons daily between the same points of their is traffic operating in both directions. However, under these overload conditions, monthly fuel consumption would increase from its present 65,000 bbls. to 100,000-105,000 bbls. per month. The axle load capacity of IRCA's wheeled equipment is reported to be 30,000 lbs. assuming normally circumstances, conventional locomotive axle distances, to customary safety factors

25X1A

SOURCE: [redacted]
1 August 1949 - Guatemala

IRCA - Guatemala City to Puerto Barrios

The railroad owns 68 railway tank cars of an approximate average capacity of 6,500 gallons which are used primarily for transportating products.

IRCA procures petroleum almost entirely from Curacao and Aruba with very minor secondary source calif. Other products such as meter gas, lubricants, etc., brought in mostly in packaged form or puchased from local marketing companies as needed. Products imported by IRCA shipped to ports on either coast Guatemala where lighterage is accomplished by eight inch hose to tanks and transpotated from there to interior storage and refueling points acomplished by rail.

Source: [redacted] 25X1A

[redacted]

12 August 1950 25X1A2g

25X1A

[redacted] B-2

IRCA:

197 miles from P. Barrios to Guatemala City and 75 miles from Guatemala to San Jose. Branch lines from Zacapa -- Cutuco (El Salv.) a distance of 313 miles. From Sata Ma to Ayuthla (124 miles); Las Cruces to Champerico (19 miles); Ayuthla-Icis *10 miles); Texistepeque - Ahuachapan (El Salv.) (29 miles).

Total of 14 tunnels, 677 bridges. Destruction of any tunnels or bridges would prevent operationks for approximately a month.

IRCA owns two piers (P. Barrios and San Jose) and utilized third one at Champerico which belongs to Grace Line. Length of piers: 2,000, 915, 1000 feet respectively. Destriction of P. Barrios pier would reduce speed of cargo shipments in and out of Guatemala by as much as approximately 60%.

Repair facilities:

Main repair shops in Guatemala City capable of performing overhauls for a railroad system utilizing approximately 119 locomotives and 2117 cars. Minor shops P. Barios, Zacapa, Escuintla, Mazatemango,,Ayathla.

Rolling Stock:

145 passenger cars, 1332 freight cars, 640 banana cars, 20 tank cars (latter two types owned by CAG).

LOCOmotives:

All foreign manufactured. Total 119, 41 belong to CAG but operate over IRCA. Hauling capacity between 56 and 350 gross tons; average 240 gross tons.

Fuel and fuel Storage:

All locos burn fuel oil rather and burn coal or wood.

Traffic Contol:

All trains on IRCA lines run by "via" system with auxilliary semaphores controlled by hand. Present load on system does not require use of automatic control nor is any in existence. Trains dispatch at 10 minute intervals and customary flag, lantern, and whistle signals used with slight variations.

On 26 April 1950, initial run over IRCA from P. Barrios to Guatemala made by six new diesel locomotives.

Locomotives built by General Electric Company for compania Agricola, subsidiary of JF, at total cost approximately $1,500,000.00.

Each locomotive equipped with one power plant consisting of an American Locomotive Company series 244, 1,000 RPM, 12 cylinder V-type, four cycle, 9 inch bore, x 10½ inch stroke, supercharged Diesel engine to which is directly connected a General Electric type GT-564 direct-current, separately excited generator. The generator is equipped with a winding which permits it to be used for cranking the engine by storage battery. The locomotives are 56 feet 10 inches long, weigh 249, 640 and are rated at 1200 horsepower for tractive.

Locomotives equipped for multiple operation with full control in the leading unit, regardless of the number of units which may be coupled together. In addition to regular air brakes, dynamic electric braking is provided which will permit descending western slope (3.6 per cent grade) with heavy train of empty banana cars at speeds as low as 13 m.p.h. without use of air brakes.

Four of the units will haul forty loaded banana cars up Palin Hill (3.6 per cent grade) in less time than four steam units could haul 27 cars. (Operated April-June 1950. Taken off because of excessive demands of labor union to prevent reductions in labor force as result introduction diesels.

25X1A

SOURCE: [redacted]

30 October 1950,
Eval A-2

IRCA conects Caribbean P. Barrios in Guatemala with four Pacific ports: two Guatemalan, two El Salvadorian. It can handle estimated 3,000 tons daily. Since it is only rail line across Central America between Panama and Mexico it would become a main transit route if Panama Canal damaged or forced to close.

25X1A

SOURCE: [redacted]

29 February 1952

IRCA:

Head Office: 15 Exchange Place
Jersey City, N. J. (2)

794 miles open - 3 feet (comprising of 509 miles in Guatemala and 285 miles in Salvador).

95 steam locomotives, 189 coashes, 1,921 freight vehicles, and 1 petrol railcar.

SOURCE: Directory of Railway Officials and Year Book, 1953-1954, page 371

IRCA

On 30 December 1949 the Assistant Air Attache made a survey trip with an IRCA official covering the portion of the railroad system between Guatemala City and Gualan, during which time the following observations were made.

Regarding damage to the system as a result of floods of 14 October 1949 IRCA now operating trains between Puerto Barrios and Guatemala City on relatively uninterrupted schedule; such interruptions as are in evidence are due to presence of work crews making minor reparis to areas damaged by floods. In general the condition of the roadbed and track between Guatemala City and Gualan compares favorably with that of the better US railway systems, but some areas heavily damaged and it will take at least one year to put track and roadbed in normal operating condition; in the vicinity of Gualan the level of roadbed must be raised 13 feet to replace portions destroyed by washouts.

In practically all locations on right of way between Guatemala and Zacapa traffic speed is limited to maximum 15 to 20 miles per hour because that portion of road is characterized by sharp turns. This fact makes the railway system extremely vulnerable to sabotage which could be effected by springing rails or placing obstacles on the more abrupt curves in sucha position that they would be invisible to crews of approaching trains. Due to the fact that forward visibility on most curves limited to 50 feet it would be impossible to stop a train in time to prevent serious wreck. In addition these portiohs of the system could be effectively neutralized by bombing ob sabotage using as objectives the numerous deep cuts, fills and bridges between Guatemala City and the town of Sanarate; the Menocal cut (90°25′W; 14°40′N) and the~~xbridge~~ Puente de las Vacas Bridge (90°27′W; 14°37′N) are two most vulnerable targets of this type and their destruction would preclude the use of that portion of the system for at least 5 months pending completion of reparis.

IRCA appears engaged in extensive program of modernization and expansion. According to one railway official the company intends to accept delivery on 6 new diesel (US manufactured) locomotives in the near future. In addition IRCA constructing bridge-building shops and imporving facilities for sonstruction and repair of rolling stock. During past year improvements and modernization of locomotive repair facilities have progressed to such extent that the company is now capable of performing all major repairs to locomotives and manufacturing mostreplacement parts for which it has need.

Source: [redacted] 3 Jan 1950, Eval:A-1

25X1A

IRCA:

Petroleum Storage Tanks:

one each 55,000 bbl.* tank for fuel oil
one each 50,000 bbl.* tank for fuel oil

*US bbl.

25X1A

SOURCE: [redacted]

12 August 1949

25X1A2g [redacted]

25X1A

[redacted]

Characteristics of lines and facilities of IRCA. All lines three feet gauge with heavy grades and 20% curves both east and west of Guatemala City. On east side heaviest grade is 3.3% and on west 3.6%. Bulk of rail is 60 lines. Ties are placed 16 to the 30 foot rail and are rock ballasted. There are passing tracks every few miles over entire system